

CLASSIFICATION **SECRET**

COUNTRY Yugoslavia

REPORT NO.

TOPIC ZAGREB- SUSAK Railroad Line

25X1

DATE OF CONTENT see

DATE OBTAINED DATE PREPARED 21 October 1949

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

25X1

REMARKS

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1948

1. General Description

- a. Single-track standard-gauge, 229 km.
- b. Operations: 30 trains per 24 hours.
- c. Maximum speed: 60 km per hour.
- d. Maximum axle pressure: 18 tons.
- e. Permissible number of axles: 120 per train.
- f. Type of rails: S 45a - 45.25 kg per meter.

2. ZAGREB railroad stations

- a. Main Station: Only passenger and transit traffic. Engine house with minor repair shop in southeastern section of station area; adjoining locomotive and railroad car repair shop. Electrically operated interlocking plant and signal installations. About 20 working tracks, in addition to shop tracks, also some factory tracks in the eastern section of the station.
- b. East Station. Freight station, with about 40 tracks and connections with the Main Station and the airfield. The signal shop is halfway between the Main Station and the freight station, about 3 km from Main Station.
- c. West Station: Shunting station, with various factory tracks.

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No Change in Class.

Declassified

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Performance: 4,774 trains, including 2,907 freight trains, were assembled in the first half of 1948. Loading and unloading averaged 300 cars per day.

### 3. Railroad Stations

LESNOVAC KRMATSKI: 8 tracks for 120-axle trains; 4 shorter tracks

ZDENCINA: 6 tracks of 700 meters usable length each;  
1 300-meter loading ramp.

JASTREBARSKO: 8 tracks of 700 meters usable length each;  
1 300-meter loading ramp.

DRAGANICI: 6 tracks of 700 meters usable length each;  
1 300-meter loading ramp.

KRALOVAC: 10 locomotives; facilities for repair of locomotives. (see Annex 1)

DUCA PESA: 6 tracks, the shortest 640 meters;  
1 240-meter loading ramp.

GENERALSKI STOL.: 6 tracks, the shortest 640 meters;  
1 200-meter loading ramp.

DONJE DUBRAVE: 4 tracks of 700 meters usable length each.

GORNJE DUBRAVE: 4 tracks of 700 meters usable length each.

OSTARJE: see annex 2.

OGULIN: 9 locomotives; facilities for repair of locomotives. (see Annex 3)

VREDOVSKO: 8 tracks of 700 meters usable length each;  
1 200-meter loading ramp.

SRP. MORAVICE: 14 locomotives; major locomotive repair shop.  
(see Annex 4)

(A steep grade begins just behind the station, so that usually only trains of less than 40 axles are used on this line as far as PLASEC-CHIKSENICA, although heavy locomotives manage to pull trains of 120 axles. Station facilities have been designed accordingly. The sharpest curve on this line has a radius of 280 meters.)

SKRAD: 4 tracks of 640 meters usable length each.

KUPJAK: 3 tracks of 640 meters usable length each.

LELNICK: 6 tracks of 700 meters usable length each, and  
4 of 400 meters. 1 200-meter loading ramp.

LOKVE: 3 tracks of 640 meters usable length each and  
2 tracks of 400 meters usable length each.

PUZINE: 4 tracks of 700 meters usable length each;  
1 200-meter loading ramp.

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LIC: 4 tracks of 700 meters usable length each.

PLASE-CHIKVENICA: 6 tracks of 700 meters usable length each;  
downgrades of as much as 25 percent on the  
section as far as SKRLJEVO.

SKRLJEVO: see Annex 5.

(There is a three-track branch-off point between SKRLJEVO and  
RIJEKA. The left line leads to SUSAK through a winding,  
two-km tunnel; ascent, 25 percent. The right line, over a  
200-meter viaduct and through a 100-meter tunnel, leads to  
RIJEKA.)

SUSAK: 10 tracks of 700 m usable length each and  
4 tracks of up to 400 meters usable length;  
transloading from rail to barge and vice  
versa with 4 tracks of 800 meters usable  
length each.

#### 4. Bridges

3 km beyond ZAGREB, across Save River, 300 meters long, double-  
track, maximum axle pressure,  
2 tons.

$\frac{1}{2}$  km beyond KARLOVAC, across Korana River, 40 meters long.

5 km before ŠEREDARSKISTOL, across Krznjica River, 40 meters long.

$2\frac{1}{2}$  km before GORNJE DUBAVL, across Olovnica River, 200 meters  
long, 400 meters clearance  
over ground.

4 km before GOMIRJE, across Lobra River, 60 meters long.

3 km before GOMIRJE, across Lobra River, 50 meters long.

$\frac{1}{2}$  km before VREOVSKO, across Lobra River, 40 meters long.

$3\frac{1}{2}$  km beyond VREOVSKO, across Lobra River, 40 meters long.

$2\frac{1}{2}$  km before KUPJAC, across Jasla Brook, 15 meters long.

$\frac{4}{5}$  km before KUPJAC, across Susica Brook, 10 meters long.

1 km before RUZINE, across Licanka Brook, 20 meters long.

1 km beyond PLASE-CHIKVENICA, across Licanka Brook, 30 meters  
long.

#### 5. Tunnels

$2\frac{1}{2}$  km after GOMIRJE, 260 meters long.

6 km after GOMIRJE, 600 meters long.

2 km before KUPJAC, 1,500 meters long.

2 km before DELNICE, 30 meters long.

2.6 km after LOKVE, 550 meters long.

3 km before RUZINE, 250 meters long.

$2\frac{1}{5}$  km before LIC, 600 meters long.

$1\frac{1}{2}$  km before LIC, 660 meters long.

$1\frac{1}{10}$  km after LIC, 400 meters long.

$3\frac{1}{2}$  km before PLASE-CHIKVENICA, 200 meters long.

$1\frac{1}{5}$  km before PLASE-CHIKVENICA, 150 meters long.

3 km after PLASE-CHIKVENICA, 260 meters long.

Before SUSAK, winding, 2,000 meters long.

5 annexes: KARLOVAC; OSTARIJE; OGULIN; SRP. MORAVICE; SKRLJEVO.

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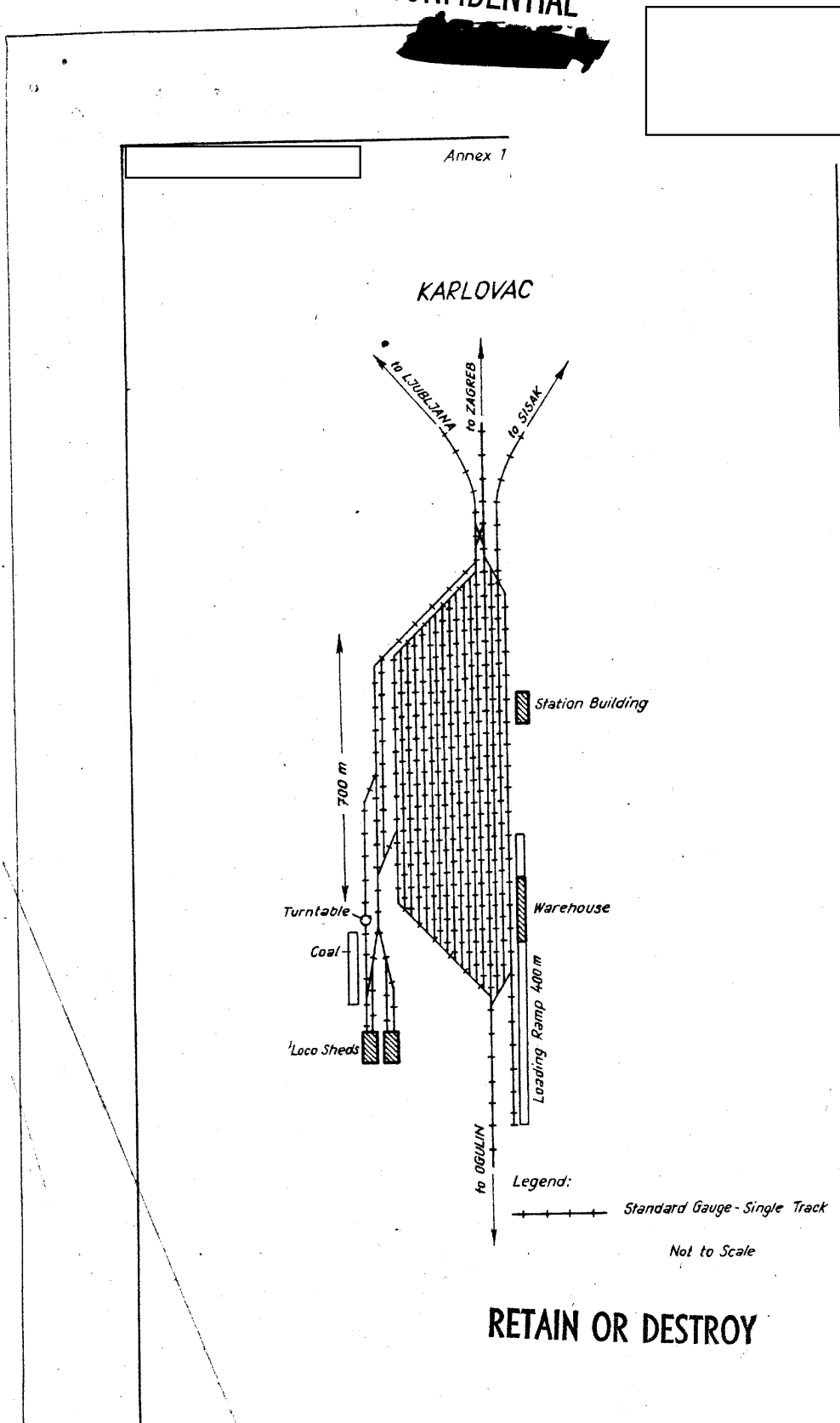
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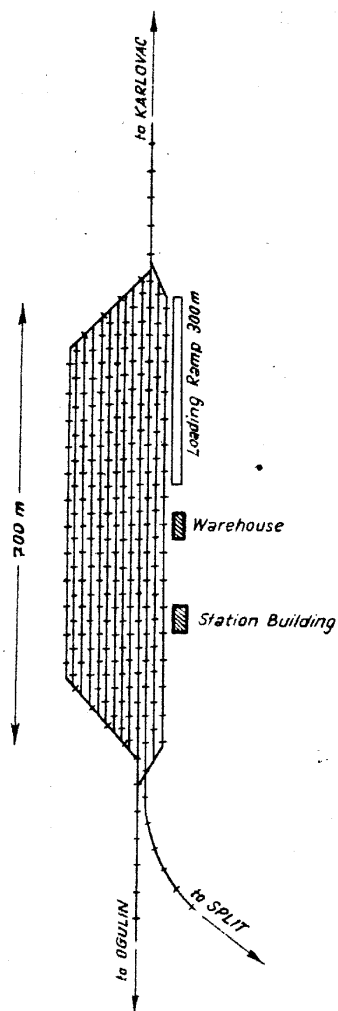
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Annex 2

OSTARIJE



Legend:

Standard Gauge - Single Track

Not to Scale

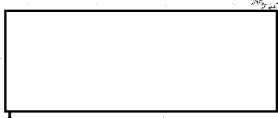
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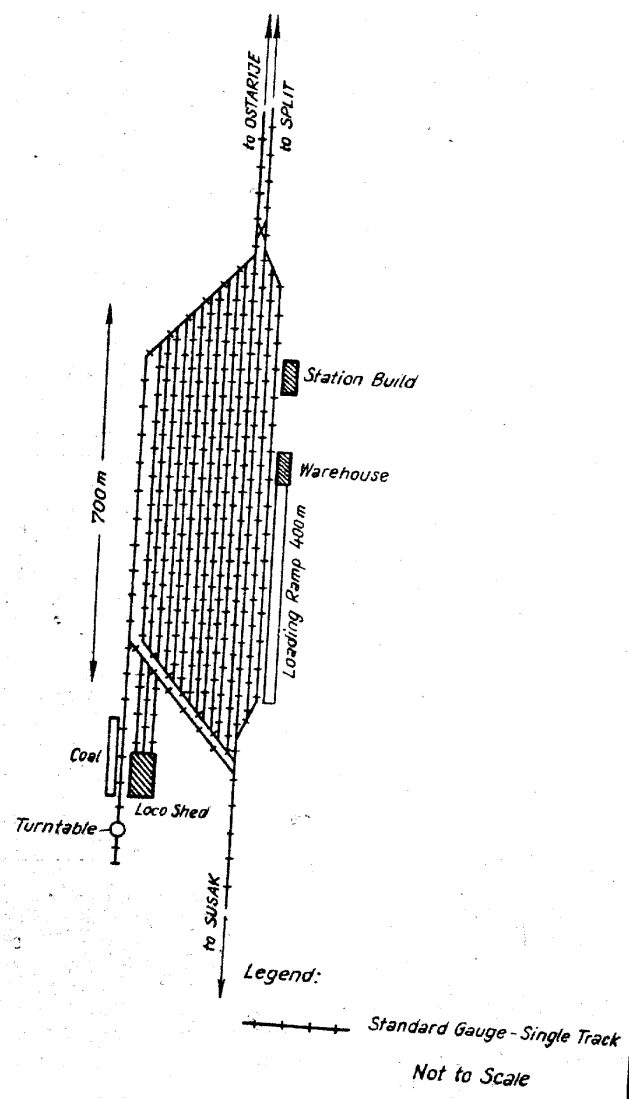
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Annex 3

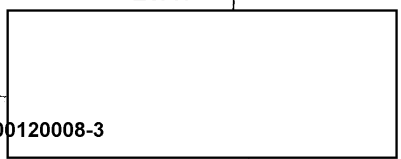
OGULIN



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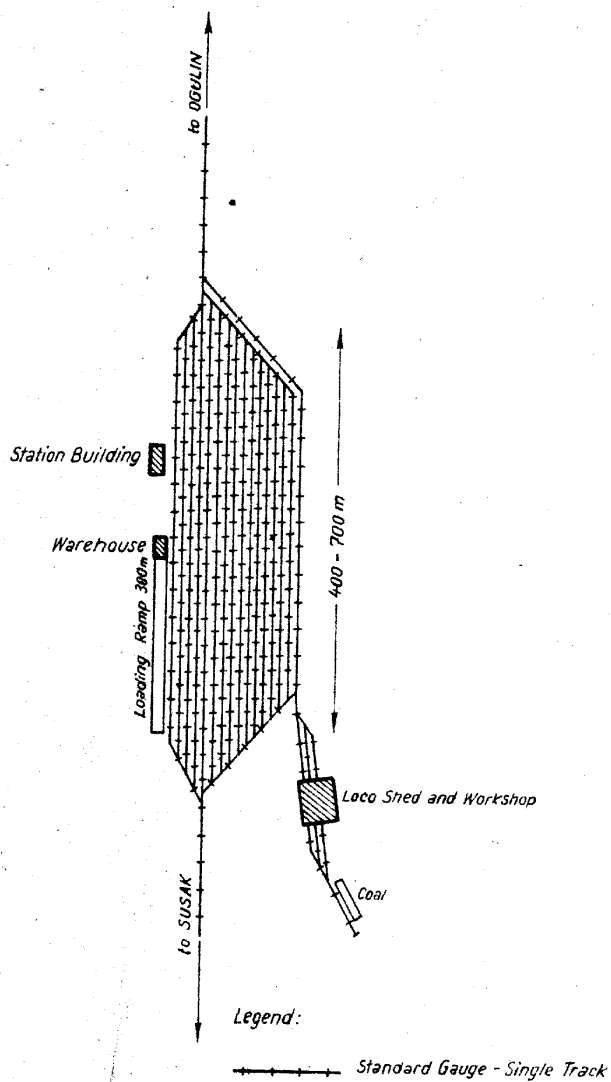
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Annex 4

SRP MORAVICE



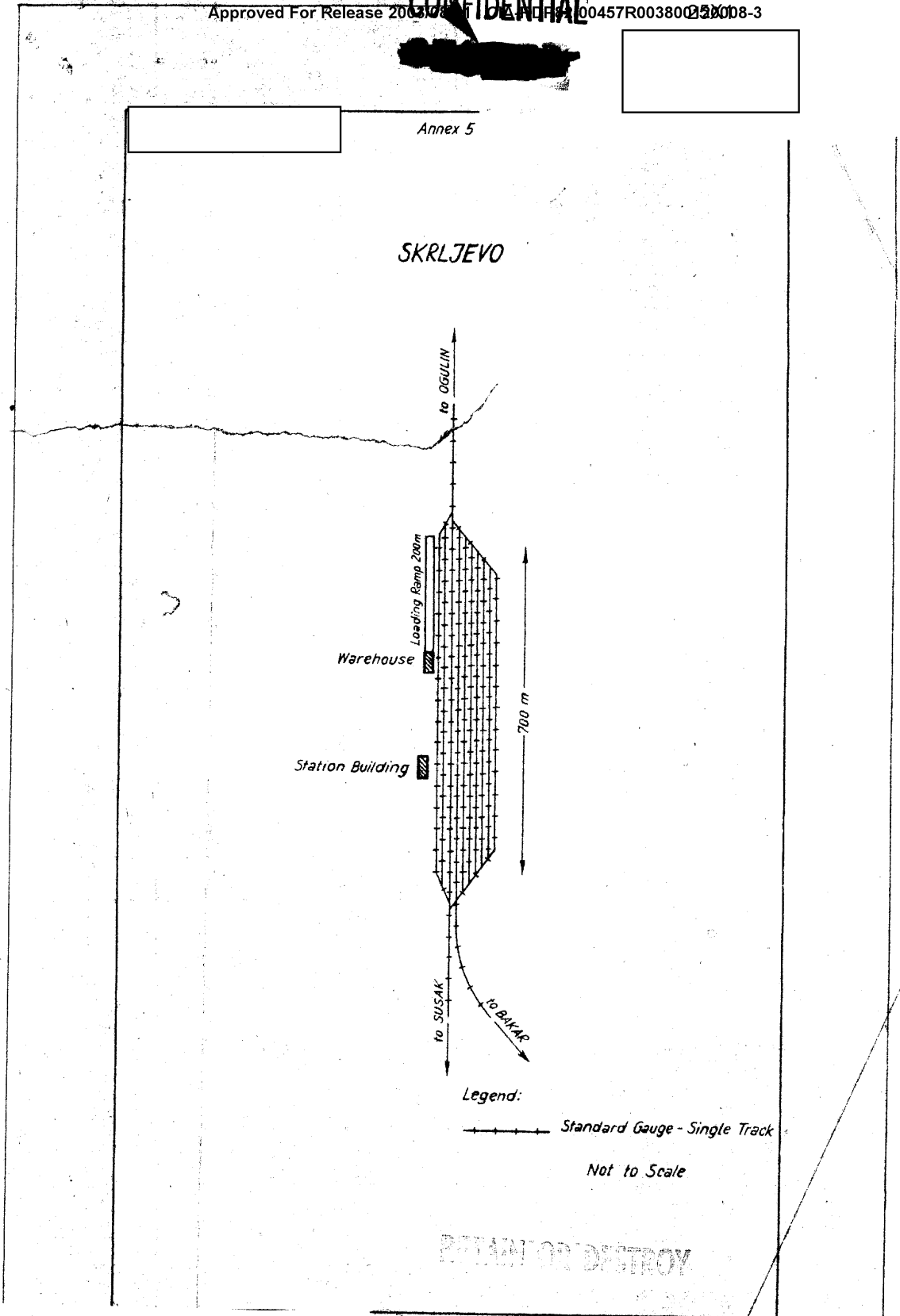
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